

Intimation.

Powell's

Furnishing Department

AT
ALEXANDRA BUILDINGS.
(FIRST FLOOR)

UPHOLSTERED CHESTERFIELDS, SETTEES, FIXED OR DROP ENDS, STUFF-OVER EASY CHAIRS

in a variety of styles,

IN STOCK

ready for covering in any tapestry which may be chosen, or in loose washing covers.

BEDROOM FURNITURE

A Quantity of full Suites always ready for delivery in various finishes.

BEDROOM CHAIRS, TABLES, AND LOUNGES "EN SUITE"

BEDSTEADS, WIRE MATTRESSES, HAIR AND FIBRE MATTRESSES, UPHOLSTERED BOX-SPRINGS AND BED LINEN

Every Description.

Hongkong, 20th February, 1910.

Public Companies

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTY-FIRST ORDINARY MEETING OF SHAREHOLDERS will be held at the Office of the undersigned at 12 o'clock (noon) on WEDNESDAY, the 9th March.

The TRANSFER BOOKS of the Company will be CLOSED from 23rd inst. to the 9th proximo, both days inclusive.

JARDINE, MATHESON & Co., LTD.,
General Managers,
Hongkong Fire Insurance Company,
Limited,
Hongkong, 15th February, 1910. [186]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE FORTY-FIRST MEETING OF SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICE, No. 3 Queen's Road Central, Victoria, on TUESDAY, the 10th March, 1910, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the Year ending 31st December, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from 25th February to 10th March, both days inclusive.

By Order,
H. F. HICKMAN,
Acting Secretary.
Hongkong, 17th February, 1910. [188]

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTH ORDINARY YEARLY MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office, 51, George Street, at Noon, on TUESDAY, 8th March, 1910, to receive a Statement of Accounts to the 31st December, 1909, and the Report of the General Managers and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st of March to the 14th day of March, both days inclusive.

THE CHINA-BORNEO CO., LD.,
W. G. DARBY,
General Manager.
Hongkong, 28th February, 1910. [215]

GREEN ISLAND CEMENT COMPANY, LIMITED.

THE TWENTY-FIRST ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held in the OFFICE of the GENERAL MANAGERS, St. George's Buildings, Victoria, Hongkong, on SATURDAY, the 10th day of March, 1910, at 11:30 o'clock A.M. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1909, and electing a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 10th day of March, 1910, until SATURDAY, the 19th day of March, 1910, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 3rd March, 1910. [215]

CHINA SUGAR REFINING CO., LD.

NOTICE.

THE THIRTY-SECOND ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Office of the General Agents, Pedder's Street, on THURSDAY, the 24th March, at 11 A.M. for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to 24th March, both days inclusive.

JARDINE, MATHESON & Co., LTD.,
General Agents.
Hongkong, 4th March, 1910. [229]

LUZON SUGAR REFINING CO., LD.

NOTICE.

THE TWENTY-EIGHTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Office of the General Agents, Pedder's Street, on THURSDAY, the 24th March, at 11:30 A.M. for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to 24th March, both days inclusive.

JARDINE, MATHESON & Co., LTD.,
General Agents.
Hongkong, 4th March, 1910. [230]

PABST EXTRACT.

THE best TONIC for keeping in perfect health in the Tropics.

It is a liquid food in predigested form, containing all the bracing, soothing and toning effects of the choicest hops. Nearly Non-alcoholic.

Highly recommended by the local medical profession in cases of Debility after Malaria, from overwork or other causes, Anemia, Nervousness or Dyspepsia. Samples on application.

ALSO JUST RECEIVED—
PABST (American) BEER, in barrels of 120 bottles. In view of the arrival of the American fleet in a few days, please order early, as our stock is limited.

SIEMSEN & CO.,
Agents.
Hongkong, 15th December, 1909. [240]

RUBBER AND THE SHIPPING TRADE.

THE FUTURE OF PORT SWETZENHAM.

In view of the phenomenal growth of the rubber industry in Malaya during the past few years, a short review of the present production of plantation rubber with its consequent effect on the shipping trade at Port Swettenham may be of interest. The export and import trade at Port Swettenham is increasing steadily, and the direct trade between Port Swettenham and Europe is increasing at an extremely rapid rate. The export trade from Port Swettenham to Europe is confined principally to rubber.

The returns of exports of rubber from Singapore, Penang and Port Swettenham for 1909 are as follows:—

	lbs.	tons.
Singapore	2,412,617	5,077
Penang	2,085,135	92
Port Swettenham	2,600,310	1,322
	7,400,070	3,331

The proportion of the total rubber shipped from the three ports is thus:—

Singapore	32.8%
Penang	27.0%
Port Swettenham	39.6%

The quantities from Singapore and Penang include a small proportion of re-exports of rubber from Borneo and Sumatra respectively, whilst the whole quantity shipped from Port Swettenham is produced in the Federated Malay States. The actual proportion therefore shipped through Port Swettenham in 1909 represents over 40% of the combined output of the F.M.S. and S.S. As further evidence of the large and growing importance of rubber through Port Swettenham, the totals from that port, between Nov. 5th, and Dec. 31st, 1909, were more than double the quantity for the same period from Singapore, the figures being:—

	lbs.	tons.
From Singapore	344,606	154
Port Swettenham	512,058	236

Moreover, the trade returns (just published) for the last quarter of 1909 show that the imports of rubber into Singapore were only half the quantity imported during the same period in 1908. There is only one inference to draw from this statement and that is that the bulk of the deficiency has been diverted to Port Swettenham. The above figures afford sufficient proof of the commanding position now occupied by Port Swettenham as a port of export for rubber.

ESTIMATED OUTPUT OF RUBBER.

It is now well to inquire whether this trade is likely to be maintained or increased, and for this purpose an examination of the probable production of rubber in the Federated Malay States is necessary. The Director of Agriculture has estimated the output of dry rubber from the F.M.S. during the next few years as follows:—

	tons.
1909	7,410
1910	9,943
1911	9,816
1912	15,417
1913	22,234

As already seen, the total shipments for 1909 from the F.M.S. and S.S. ports were 3,331 tons. In the absence of detailed figures of the respective contributions of the F.M.S. and S.S. to these totals, it is not easy to show what is the actual increase from the F.M.S.; but in view of the comparatively small acreage of rubber in bearing in the Straits Settlements, it is safe to say that the excess of 921 tons in 1909 is very largely accounted for by rubber produced in the F.M.S. The fact that the yield per tree is very largely in excess of what experienced planters have calculated during the past two or three years, and that in consequence nearly all estates—some of the principal estates to a very notable extent—have found it necessary to revise their estimates from time to time, provides additional reasons for the presumption that the output of rubber in the near future will be very largely in excess of the previous estimates. It is a very difficult matter even for expert planters to gauge the ultimate yields from various aged trees, and it is therefore with some diffidence that one expresses the opinion that the output during this and the next few years will cause a very great surprise to those who have based their idea even upon comparatively recent estimates. It is a significant fact that the quantity of rubber exported from the F.M.S. during January this year is 343 tons, against 154 tons for the same month last year, being an increase of 125 per cent. The above totals do not include rubber from Province Wellesley, Malacca and Johore. The above figures would give a total for this year of 7,496 tons without reckoning any increase in the average for the remaining 11 months. As the quantity does increase monthly, however, it appears to be safe to say that the total for 1910 from the F.M.S. alone will be nearly 10,000 tons and for the next three years as follows:—

	about	20,000 tons
1911	20,000	
1912	20,000	
1913	25,000	

Port Swettenham accounted for no less than 68% of the total exports from the F.M.S. for January of this year. It is not at all improbable that the above estimates are on too conservative a basis and that the quantities, especially for 1913, may be much larger.

PORT SWETZENHAM'S PROSPECTS.

The question then arises as to which of the three principal ports will eventually become the largest exporting centre for rubber and the answer to this appears to be Port Swettenham. The reason for this is obvious. Port Swettenham is situated closest to Selangor, Lower Perak and some parts of Negri Sembilan, which contain the largest acreage under rubber cultivation, and this is already reflected in the very remarkable increase during the last two months of 1909, and in January of this year. Even if the proportion of 40% only be maintained, we find that the totals to be shipped

from Port Swettenham will probably be as follows:—

	1910 about	4,000 tons.
1911	8,000	
1912	12,000	
1913	18,000	

We thus see that in addition to the increasing import trade, already mentioned, at Port Swettenham, there are now the exports of rubber to be considered. The question naturally arises, what is being done by Government to provide for the trade in the future, for there appears to be no reasonable doubt that both the present import and export trade at Port Swettenham will grow to a much greater extent than even recently. We have it on the authority of the Resident-General that the Government are doing nothing; Sir William Taylor stated at the Federal Council that "expenditure at Port Swettenham had been reduced to a minimum." What does this statement imply? A glance at the returns of direct import trade shows that the percentages of imports by direct steamers from Europe to Port Swettenham were:—

	in 1906	35%
" 1907	69%	
" 1908	10%	

THE DIRECT IMPORT TRADE. Figures for 1909 are not yet available, but there is no doubt the percentage for last year will show that the increase has been at least fully maintained. The Federal Government fully appreciate the advantage of the direct service of steamers, as practically all goods from the Crown Agents for Selangor are now shipped direct to Port Swettenham. Private importers are equally alive to this fact, with the result that the proportion of merchandise imported via Singapore is now reduced to a minimum and is confined to goods from America and some parts of the Continent, whence there are at present no direct services to Port Swettenham. Port Swettenham is situated near an awkward bend of the river, rendering navigation and manœuvring difficult for ocean-going vessels, with the result that some of the home-ward steamers, which have scheduled times to maintain and cannot therefore risk delays, find it more convenient to anchor and load at Deep Water Point, which is in every way especially suitable for anchorage, rather than chance detention through tides not being suitable at Port Swettenham.

DEEP WATER POINT.

The mercantile community of Selangor have for some time past advocated that the present port should be supplanted and wharves erected at Deep Water Point, which is in every way superior for a large shipping trade, and the expanding trade would fully justify Government in providing a well equipped and properly adapted port. It is an open secret that this view has the support of the Resident-General and of the leading officials in Selangor; the reason that nothing is being done is because the Government of the Straits Settlements places the interests of Singapore first, and is therefore placing obstacles in the way and vetoing the expenditure necessary to provide an adequate manner for the trade through Kuala Lumpur and Port Swettenham. It is matter of common knowledge that the vast sums required for the harbour extension works at Singapore, the ultimate utility of which is doubtful, have proved a very serious drain upon the finances of the Straits Settlements. It is, therefore, of vital importance to Singapore that every thing should be done to retain the shipping trade at Selangor, and to this fact must be attributed the action of the High Commissioner in throwing cold water on the proposals to improve the facilities in the vicinity of Port Swettenham. The geographical position of Port Swettenham and Kuala Lumpur is such as to exercise a commanding influence as trade centres for the F.M.S. The trend of the trade to and from Europe and the F.M.S. is through these places and not Singapore or Penang, and it is futile to expect other considerations to interfere with, or to stem, the natural flow of trade.—H.P. Clodd in Malay Mail.

Intimations

Benger's Food is mixed with fresh new milk when used, is dainty and delicious, highly nutritive, and most easily digested. Infants thrive on it, and delicate or aged persons enjoy it.

Benger's Food is sold in tins, by all Chemists, etc., everywhere.

BENGER'S FOOD

NOTICE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write care of Hongkong Telegraph office or direct to 37, Hollywood Road, 2nd floor.

Hongkong, 1st January, 1910. [21]

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION.

TO-MORROW,

the 8th March, 1910, at 10 A.M. at Army Ordnance Stores, Queen's Road East,

THE FOLLOWING

GOVERNMENT STORES,

AT THE ARSENAL YARD:—

OIL ENGINE, TABLE with GLASS TOP, HAND WATER-CART, BRASS, COPPER, NICKEL, GUN METAL, COPPER, LEAD, WHITE METAL, ZINC, STEEL, CAST, WROUGHT and GALVANIZED IRON, LEATHER, GROUND SHEETS, BLANKETS, TARRER and PLAIN CANVAS, ROPE, DOOSCOOTIE, BUNTING, WOOLLEN RAGS, OLD WOOD, IRON DRUMS and CYLINDERS, PAINT KEGS, PACKING CASES, &c., &c.]

ALSO

A Quantity of OLD CLOTHING.

Catalogues can be had at the Ordnance Office or from the Auctioneers.

TERMS OF SALE:—Cash on delivery. All

faults and errors of descriptions at Purchasers' risk, on the fall of the hammer. All lots to be cleared within 48 hours.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 1st March, 1910. [231]

Notice of Firm.

CHARGEURS REUNIS.

By Mutual Agreement between the Compagnie des Messageries Maritimes and the Compagnie des Chargeurs Reunis, the HONGKONG AGENCY of the CHARGEURS REUNIS will, from the 1st January, 1910, be transferred to Messrs. P. A. LAPOQUE & CO. (Queen's Building No. 4).

CHARGEURS REUNIS.

P. A. LAPOQUE & Co.,
Agents.

MESSAGERIES MARITIMES.

P. THOMAS,
Agent.
Hongkong, 19th December, 1909. [236]

Consignees.

FROM EUROPE.

THE H. A. L. Steamship

"C. FERD. LAEISZ."

Captain Wagner, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, where delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on, unless notice to the contrary be given before TONDAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th instant, at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE.

Hongkong Office.
Hongkong, and March, 1910. [232]

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"MANILA."

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 8th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 2nd March, 1910. [24]

OSAKA SHOSHEN KAISHA.

NOTICE TO CONSIGNEES.

THE Company's Steamship

"TACOMA MARU."

FROM TACOMA, JAPAN & MANILA.

The above mentioned Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for Countersignature, and take immediate delivery of Cargo from alongside.

Cargo impeding the discharge of the Vessel will be landed at once at Consignees' risk and expense.

Cargo remaining on board after SATURDAY, March 12th, 1910, at Noon, will be landed and stored at Consignees' risk and expense.

Cargo remaining undelivered after the 15th instant, will be subject to rent.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on 14th instant.

No Fire Insurance will be effected by us in any case whatever.

OSAKA SHOSHEN KAISHA.
Hongkong, 5th March, 1910. [26]

Consignees.

S.S. "TONKIN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNERS of Cargo from London ex s.s. Cordoun and Medoa, from Salonique ex s.s. Sidon, and from Bordeaux ex s.s. Perichmos, in connection with above Steamer are hereby informed that their Goods with the exception of Opium, and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 3 P.M. the 28th February, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remained unclaimed after the 7th March, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 8th March, or they will not be recognised.

All damaged packages will be examined on the 7th March, 1910, at 3 P.M.

No Fire Insurance has been effected.

P. THOMAS,
Agent.
Hongkong, 1st March, 1910. [120]

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"MACEDONIA"

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. Mongolia.
From Calcutta, ex s.s. Simla.
From Persian Gulf, ex D.J.S.N. and D. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 8th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 3rd March, 1910. [24]

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"PALMA"

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 9th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 3rd March 1910. [24]

Intimation.

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

Intimation.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.

Watson's
HYGIENOL,

AND
BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL
DISINFECTANT AND
GERMICIDE

Price per Pint 50 cents
" " Gallon \$2.00

A. S. WATSON & CO.,
LIMITED.

HONGKONG DISPENSARY
and
KOWLOON DISPENSARY.

Hongkong, 2nd February, 1910. [38]

BIRTHS.

On March 1st, 1910, at Shanghai, to Mr. and Mrs. J. E. Lucas, a daughter.

On March 1, 1910, at Shanghai, to Mr. and Mrs. H. G. Simms, a daughter.

MARRIAGE.

On March 3, 1910, at Shanghai, Geoffrey Herbert Wright, second son of William Wright, of Clifton, Bristol, to Nora Elizabeth, second daughter of William Bowie Buyers, of Shanghai.

DEATH.

On February 28, 1910, at Shanghai, Charles Sturmann.

The Hongkong Telegraph

HONGKONG, MONDAY, MARCH 7, 1910.

CHINA'S CURRENCY.

The imposition of a higher rate of duty on Silver in India with its consequential drop in exchange as affecting the Colony, once again brings into prominence the question of the currency problem in China in respect to which Hongkong has long since been wedded. Professor E. H. Parker, of Manchester University, at a recent meeting of the Manchester Statistical Society brought to the notice of its members a paper on Chinese commerce, banking and economics, which is of special value in enlightening those who have little conception of the chaotic condition of China's monetary system. In the course of his remarks Professor Parker said that Manchester merchants will naturally be more interested in cotton goods than in anything else, and it is therefore sad to have to record for 1908 a decrease in value of Tls. 8,000,000, which sum (had the tael been valued as high as in 1907) means Tls. 18,000,000 from the British manufacturers' sterling price and quantity point of view. Similarly, woolen and cotton mixtures declined by one-half in quantity, and by Tls. 7,000,000 in value. Woollens declined in quantity only, but not in value—i.e., the Chinaman had to pay more silver for the same sterling value. The misfortunes of Lancashire, on the other hand, are the triumph of China, for the Shanghai yarn mills in 1908 distributed 88 per cent. more yarn than in 1907, and vast quantities are now being pressed and packed in Shanghai, shipped to Dairen, and thence taken by train straight to Moscow. As recently pointed out by Mr. Moreton Edwin in the *North American Review*, this all means that the yellow race, if they persistently hold on

to a silver currency, will soon have us industrially at their mercy. The silver dollar (exactly the same in intrinsic value as the American silver dollar, which has the conventional gold value of 48.20) is only worth between 18.6d. and 18.9d., and the fluctuation is so great that even during the past two years silver has fallen from 25 to 30 per cent. in relation to gold. This means that instead of paying the Manchester merchant 310 silver taels for £100 worth of shirtings, as in days of yore, the unlucky Chinaman has now to pay Tls. 700 for £100. No wonder that first the Bombay and Hooghly cotton mills, then the Japanese mills, and now the China mills springing up in every direction threaten to sweep Lancashire trade off the Eastern seas. Sixty or seventy Chinese, men and women mixed, can be hired for the same sovereign which pays only from four to six English mill hands for the day. No wonder there is talk of the American Steel Corporation starting rolling mills in Shansi, which the Pekin Syndicate has just abandoned under "rights recovery" pressure; just as, again, the boot mills of Canton have begun to cut in upon the British and American leather industries. A great future seems to lie before the Hanyang iron works for the same reason, whilst the coal and coke industries of Ping-siang in Kiangsi province show signs of very great activity, even exportation of coke abroad. A British firm has tentatively speculated in the exportation of clean, nice-fred Chinese pork from Hankow, and however much we may ridicule the speculation, it certainly is a very striking sign of the times. Prof. Parker did not profess properly to understand currency questions, but, so far as he could see China's safety consisted in maintaining a silver basis, and in keeping the standard of living as low as possible. Even the Japanese are beginning to see, despite their gold currency, that their true economic safety lies in the simplicity of personal wants. The saying, "Man needs but little here below," acquires new weight when applied to the restless luxury of our Western social system. Concerning Chinese banking, Professor Parker said that in principle it was very much the same as our own except that a larger proportion of the Chinese business was done in exchange pure and simple. The true currency of China was not silver in any form, still less gold, but hard bronze coins strung together in joints of a hundred so as to form a full string of a thousand. There were several varieties of cash of different values, and hence, in spite of the activity in trade, in spite of the introduction of railways, of scientific mining and innumerable new industries, the economic condition of the laborious masses was more precarious at this moment than ever it was, and all trade transactions were in a state of uncertainty. The obvious remedy was a radical reform and standardisation of the currency. But far reaching and injurious though all this petty tangle of copper "cash" payments might be, it was nothing when compared with the huge system of hocus-pocus carefully nurtured by the first-class banking element who juggled with taels and dollars every day.

LOCAL AND GENERAL.

THE last of the indentured Chinese left Rand on 28th ult.

ONE week's hard labour was given a man at the Magistracy this morning for stealing some kerosene in Des Voeux Road Central.

THIRTEEN gamblers appeared before Mr. E. R. Hallifax, First Police Magistrate, this morning. Two of the men were each fined \$50 and the rest \$5 each.

SIR George Philippo, who for the last 12 years has been British Consul at Geneva, has retired. Sir George formerly resided as Judge at Hongkong and in the Straits Settlements.

THE King has been pleased to give directions for the appointment of Mr. Marcus Warren Slade, barrister-at-law, to be one of His Majesty's Counsel for the Colony of Hongkong.

THE Directors of the Shanghai and Hongkong Wharf Co., Ltd., will recommend at the annual meeting to be held on the 15th inst. the payment of a final dividend of Tls. 4 per share for the year 1909.

FOR returning from banishment, a man was awarded six months' hard labour and six hours' stocks at the Magistracy this morning. A widow was given three months' hard labour for a similar offence.

TELEGRAMS from New Orleans state that a receiver has been appointed in connection with the Textile Mills Corporation. The capital of this Corporation is \$5,000,000; it operated large cotton mills in Louisiana and Mississippi.

THE Censors are attempting to obtain information in regard to high officials in the Yunnan, Kweichow, Huanan, Hupoh, Honan, Shansi, Szechuan and Kansu provinces who may smoke opium, in order to impeach them severely for their vice.

THE following telegraphic information has been received from the Sumatra Director and Manager of the Mantschouppu to Miljo-Bosch-en Landbouw-exploitation in Langkat, I.D.:—

Daily aggregate output of Crude Petroleum 80,000
Crude Petroleum in Tanks at date 300,000
Cases
Kerosene made since the date of the preceding half-monthly telegram 80,000
Kerosene shipped since the date of the preceding half-monthly telegram 53,000
Kerosene in Stock at Registry at date 1909/10

THE HONGKONG BAR.

MR. SLADE THE RECIPIENT OF CONGRATULATIONS.

Before the day's proceedings commenced at the Supreme Court this morning an interesting function took place. There were present in the Court-room: Hon. Mr. W. Rees-Davies, K.C.; Acting Chief Justice, Mr. Justice Gompertz, Puisne Judge, Sir Henry Berkeley, K.C.; Hon. Dr. Ho Kai, M.B., C.M.G.; Mr. M. W. Slade, K.C.; Mr. Eldon Potter, Mr. C. W. Orr, Mr. C. G. Alabaster, Mr. J. H. Kemp, Registrar of the Supreme Court, representatives of the Supreme Court Registry and several members of the legal bar.

The Chief Justice offered on behalf of the Hongkong Bar congratulations to Mr. Slade for his recent elevation to King's Counsel and said that he felt sure that he was voicing the views of the whole Bar when he said that the honour had been well-deserved. He wished him continued success in the honourable profession to which he belonged. Mr. Slade bowed his acknowledgments. Mr. Slade has been prominently identified with the Colony's legal work and has a brilliant career to his credit. The honour conferred upon him by being appointed a King's Counsel has been richly merited.

CANTON DAY BY DAY.

PLAGUE AT FATSHAN.

[From Our Own Correspondent.]

Canton, 5th March.
Plague has broken out in the Tsz Shau-village, in Fatshan, and many cases of the disease have been reported.

SELF-GOVERNMENT SOCIETY.
A circular has been issued by the Canton Self-Government Society to convene a public meeting to be held on the 5th instant for the purpose of discussing a protest against the officials for the alleged unsatisfactory manner in which they dealt with the disaffected troops after the recent riots in Canton. In the circular, it is stated that the Viceroy should be requested to communicate with the British Consul and the French Consul at Canton regarding the issue of licences to Chinese boats moored at the Shamen Creek in order to have the jurisdiction exercisable over the Chinese boats in the Shamen Creek reverted to Chinese officials.

FLOWER-BOATS.
It will be remembered that, after the disastrous fire in January last year, the then Viceroy gave orders for the abolition of the flower-boats on the river. Contrary to expectations the boat people have now submitted a petition to Viceroy Yuan, through the Taotai for the Development of Native Industries, and have obtained permission to resume their business afloat on board the flower boats as before at the same place near Tai Sha Tau.

LANDSLIP AT HUNGHOM.

TWO MEN KILLED.

The No. 1 Dock Extension at Hunghom was the scene of a sad occurrence on Saturday afternoon, when a woman and her child lost their lives as the result of a landslip. The unfortunate woman, it appears, were at the time of the fatal mishap engaged on some earthwork in connection with the work on the extension and before she had time to realise what had happened both readily fell victims to Nature's freak. Shortly after the occurrence, the Police were notified of the fatal accident and a fire-boat was dispatched to the scene for the purpose of recovering the dead bodies of the deceased but on arrival there those in charge of the fire-boat learnt that the corpses had already been removed.

RETURN of visitors to the City Hall Library and Museum for the week ending the 6th March, 1910:—

	Library Museum.
Non-Chinese	609 293
Chinese	346 3,753
Total	955 4,046

THE King has granted John Edward Foley, Esq., Manager of the Imperial Railways of North China, His Majesty's Royal licence and authority to accept and wear the insignia of the Third Class of the Royal Order of the Crown, conferred upon him by the German Emperor, in recognition of valued services rendered by him.

THE Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Patient Lau Sz Nai	\$50
D'Almeida & Smith	10
Hon. Mr. Wei Yuk, C.M.G.	5
E. D. Kotawal	3
Ko A Shu	2

It will be remembered with deep regret and feelings of the utmost sympathy that the condition of Mr. A. Brooke-Smith, who recently met with a shooting accident up-country, rendered necessary yesterday the amputation of the leg below the knee, says the *N. G. D. News* of 2nd inst. As a result of this drastic operation, which has so far proved satisfactory, it will be universally hoped that all anxiety regarding his health will be allayed.

A MARRIAGE has been arranged, and is expected to take place in Yokohama in May, between Lieut. Commander Basil John Douglas Goy, V.C.R.N., of H.M.S. Otter, China Squadron, and Miss Kathleen Strome, youngest daughter of C. J. Strome, Esq., of The Bluff, Yokohama. Lieutenant Goy was awarded the V.C. for gallantry displayed during the Boer War in China on July 13, 1900, in trying to save the life of an able-bodied seaman while the Naval Brigade was doubling across a plain under fire in order to attack the native city of Tientsin.

UNION WATERBOAT CO., LD.

ANNUAL MEETING.

The fifth ordinary annual meeting of the Union Waterboat Co., Ltd., was held at the company's office this afternoon. Mr. G. H. Aldhurst (chairman of the consulting committee) presided. There were also present: Messrs. J. W. O. Bonnar, Duncan Clark, C. G. Gok, T. Kusunoki, R. Shewah (consulting committee), E. G. Barrett, G. R. Edwards, J. D. Auld, E. A. G. May, J. S. Roach, and S. R. Carill (secretary). The Secretary having read the notice convening the meeting:

The Chairman said:—Gentlemen,—The report and accounts having been circulated I propose to take them as read. I regret the results of last year's working are so unfavourable but considering the well-known depression that has existed in the shipping trade, shareholders I think will not be surprised at the falling off of profit on trading; coincidental with this it has been our misfortune to have to meet the cost of exceptional repairs. Damage to the extent of \$7,000 was caused by the typhoon of October 20th, and bills for upkeep and maintenance were very heavy indeed, all of which however have been debited to working account. I am glad to say we have been able to dispose of our two oldest boats during the year though the price realised was only some \$3,300. The boats being expensive to run and too old and dilapidated to repair we considered it in the best interests of the company to sell them at what after all was their break-up value. The remaining boats taken over from the Hongkong Steam Waterboat Co. have been thoroughly overhauled and repaired, and our Superintendent reports that all our ten boats are now in first class condition. I hope, gentlemen, you will approve of the balance of profit and loss account being transferred to a special repairs account. I would mention that the object of this special account is to form a fund to cover exceptional repair bills we may have to meet, and also to serve as the nucleus of an insurance fund for such of our boats as are uninsured. With the improving conditions of trade the prospects for the present year are distinctly more favourable and I think we can reasonably expect better results in the future. I now beg to move that the report and accounts be received, approved, and adopted: after this resolution has been seconded I shall be pleased to answer to the best of my ability any questions shareholders may wish to ask.

There were no questions.

The Chairman moved the adoption of the report and accounts.

Mr. R. Shewan seconded.

Motion carried unanimously.

Capt. J. S. Roach moved the confirmation of the appointment of Mr. P. J. Bischoff on the consulting committee.

Mr. G. R. Edwards seconded.

Agreed.

The Chairman:—That is all the business gentlemen. Thank you for your attendance.

THE REPORT.

The report is as follows:—

The general managers beg to submit their annual report and statement of the company's accounts made up to 31st December, 1909.

The net profit for that period, including \$172.51 brought forward from last account, and after allowing for bad debts, consulting committee and auditors' fees, amount to \$11,956.18 which it is proposed to carry to a special repairs account.

Consulting Committee.—Since the last meeting Messrs. G. O. Moran, S. Silverstone and H. J. Van den Bosch have resigned and Mr. P. J. Bischoff has joined the committee.

Auditors.—The accounts under review have been audited by Mr. A. O'D. Gourdin.

DODWELL & CO., LTD.,
General Managers.

Hongkong, 23rd February, 1910.

BALANCE SHEET, 31ST DECEMBER, 1909.

Liabilities.
Share Capital
Authorised—
50,000 shares of \$10 each \$500,000
Issued—
37,723 shares of \$10 each fully paid \$377,230.00
Sundry creditors 7,832.18
Unclaimed dividends 687.80
Profit and loss account, balance 11,956.18
\$397,706.16

ASSETS.

Waterboats as per last account \$253,65.00
Less amount written off \$13,165.00
Sale of old boats 3,302.85
\$236,697.15

Pipes and staging as per last account 1,000.00
New pier 4,560.70
Furniture 50.00
Cash in Bank and in hand 4,555.89
Hongkong Bank Fixed Deposit 43,200.00
Hongkong Government Deposit 500.00
Sundry debtors 5,942.93
Stock of bote, etc. 1,200.09
\$97,706.16

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING 31ST DECEMBER, 1909.

Dr.
To Consulting Committee's Fees \$ 700.00
To Auditors' Fee 100.00
To Bad Debt 31.85
To Balance 11,956.18
\$ 12,778.03

Cr.

By Balance from last Account \$ 172.51
By Profit on Trading for the year 10,762.25
By Interest 1,792.24
By Transfer Fees 51.00
\$ 12,778.03

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LD.

ANNUAL REPORT.

The report and statement of accounts for the year ended 31st December, 1909 state:—

The profit on working was \$303,595.05, as compared with \$245,713.58 in 1908.

The balance at credit of Profit and Loss account, including \$50,102.56 brought forward from last year, and after deducting directors' and auditors' fees and transferring \$5,186.50 to depreciation and repairs account, amounts to \$264,847.44, which it is proposed to appropriate as follows:—

To pay a dividend of 5 per cent. \$150,000.00
To write off launches 10,000.00
To write off lighters 80,000.00
To write off machinery 20,000.00
To carry forward to new account 4,847.44
\$264,847.44

Storage business decreased considerably during the year, but in other directions there was a slight improvement. The increased profit on Working account is therefore entirely due to reductions in staff and other economies.

The rebuilding of No. 1 wharf, destroyed in the typhoon of September 1906, was completed.

Directors.—Mr. G. F. Frieland and Mr. W. H. Helms resigned on leaving the Colony. Mr. H. A. Sles and Mr. J. B. Bawdon joined the Board; their appointment requires confirmation.

Mr. C. S. Gubbay and Mr. E. G. Barrett, re-elected in rotation, according to the Articles of Association, but, being eligible, offer themselves for re-election.

Auditors.—Messrs. W. H. Poits and A. O'D. Gourdin have audited the accounts now presented and offer themselves for re-election.

W. J. GRESSON, Chairman.

Hongkong, 2nd March, 1910.

BALANCE SHEET, 31ST DECEMBER, 1909.

Liabilities.
Dr.
To capital, 60,000 fully paid up shares at \$50 \$3,000,000.00
To estate of G. Sharp, mortgage 156,951.00
To reserve fund 550,000.00
To insurance fund 40,000.00
To Hongkong and Shanghai Banking Corporation 505,587.27
To sundry creditors 315,468.85
To unclaimed dividends 1,918.00
To balance of Profit and Loss account 64,847.44
\$4,834,772.16

Assets.

Cr.
By value of land and buildings at Kowloon as per last account \$3,221,670.66
Since expended 174.00
3,221,844.66
Less sale of material 2,215.64
\$3,219,629.02

By value of wharves at Kowloon as per last account 315,703.31
Since expended on new wharves 112,091.48
203,611.83

By value of railways and rolling stock at Kowloon as per last account 97,151.87
Since expended 8,426.59
105,578.46

By value of launches as per last account 70,452.50
By value of lighters as per last account 445,182.61
Less sale of two lighters 6,000.00
439,182.61

By value of machinery and plant as per last account 1,775,52.74
Since expended 5,62.84
1,769,900.00

By value of sheer legs as per last account 3,000.00
By value of land and buildings at West Point 263,143.88
By value of West Point wharf 9,092.74
By sundry debtors 104,884.94
By value of coal on hand 642.62
By value of stores on hand 9,709.93
By share Union Ins. Society of Canton, Ltd. 400.00
\$4,834,772.16

PROFIT AND LOSS ACCOUNT.

To interest \$50,913.82
To directors' and auditors' fees 10,500.00
To transfer to depreciation and repairs account 5,186.50
To balance 264,847.44
\$149,447.76

Cr.
By balance from last account \$30,102.56
By net earnings for 1909 303,595.05
To transfer fees 204.00
By premium on 771 shares 6,545.55
\$340,447.76

DEPRECIATION AND REPAIRS ACCOUNT.

Dr.
To ordinary repairs, renewals and improvements during 1909 \$31,993.05
To balance 5,186.50
\$37,179.55

Cr.

By balance from last account \$26,806.55
By balance from Profit and Loss account 5,186.50
\$31,993.05

CHALLENGE ISSUED.

In the course of the evening, Seaman Catling issued a challenge to Kid Marriott for the bantam-weight championship of the Colony and a free side-bet. Marriott accepted the challenge. Seaman Roberts also intimated that he would accept a challenge for the lightweight championship of the Colony for a substantial side-bet.

BOXING AT THE V.R.C.

A SERIES OF CLEAN FIGHTS.

Local lovers of the manly art were provided with a veritable treat at the V.R.C. gymnasium on Saturday night, when some of the finest fights seen for a long time were witnessed by a large house. The arrangements were admirably carried out and the crowd, which was an extremely orderly one, gave absolutely no trouble. Mr. A. Rodger acted as referee, Mr. W. S. Bailey and Lieut. B. K. Johnson, U.S.N., were the judges and Messrs. T. Meek and C. Bunja discharged the duties of time-keepers. The working committee was composed as follows:—Messrs. A. L. Alton, J. A. S. Alton, A. V. Barrow, O. Chuiyut, J. Forbes, and R. F. Lammert. Mr. R. L. Bridger acted as M.C.

The first contest was one of six two-minute rounds between Lance-Sergeant Fincher, The Buff, and Gunner Rickwood, R. G. A. The fight from the beginning was on the side of the Buff man, who kept the pace throughout the whole length of six rounds. He punished his opponent severely and the few thrusts that the latter managed to get in lacked force. In the second round the gunner hit his opponent's gloves more than anything else. It was obvious that all the science was on Fincher's side and that his opponent was no match for him. The gunner was driven to the ropes, but very smartly regained his balance just before the gong sounded. In the following round the gunner assumed the offensive with a right to the ribs, followed by a left on the point of the jaw. Both men waited for the other to lead, with the consequence that no further blows were exchanged just before the gong sounded. Fincher commenced the fourth round with a right to the ribs. He punished the gunner with rare persistency and did all the leading, his opponent being mainly on the defensive.

In the fifth round the gunner was driven to the ropes but quick as lightning he was up again and showed a series of blows which almost caused Fincher to lose his guard. The men were sparring at Rickwood's corner when the gong sounded. In the last round, Fincher again led but was stopped short in his formidable thrusts by a right uppercut from his opponent. Matters were more or less progressing even when the sounding of the gong brought the contest to a close. At the conclusion of the last round, the referee announced that the rounds had been so close that he decided to call for another three-minute round, the decision being received with acclamation. There was give and take in the beginning of the deciding round and the gunner at one time warmed up to his work. The result of the fight was a win for Fincher on points.

The second contest was another six two-minute rounds, this time between Seaman Sky Kerrison, of H.M.S. Kent, and Seaman Mustard, of H.M.S. Bedford. In the first round Kerrison was twice driven to the ropes. Thereafter there were several clinches and after each break, Mustard's right found his opponent's jaw with flail-driving force. In the ensuing rounds there was much of the give-and-take business and the fight was declared a draw.

The next event was six two-minute rounds between Lance-Corporal Field, of The Buff, and Private Baker, also of The Buff, and was a regular burlesque. The private, who had an advantage in height and had a longer reach than his opponent, caused roars of laughter by his crude exhibition of the noble art. He certainly did not betray signs of even a rudimentary knowledge of the art and the sum-total of his performance were gentle taps on his opponent's cheek.

The opening round was fast and furious, during which the private was several times driven to the ropes but in the second round, he appeared to lose wind and was sent to the boards violently puffing before the bout was half-way.

The last contest but one was between Kid Marriott, bantam-weight champion of the Colony, and Seaman Payer, of H.M.S. Tamar, and consisted of eight two-minute rounds. In the opening round, the Kid brought into play his formidable right and landed it right on the ribs of the seaman. Just before the gong sounded, both men almost measured their lengths on the floor owing to Hayes ducking. In the ensuing rounds, the seaman continually fell. In the third round, while the seaman was still on his feet, the Naval Yard man used his right on his opponent's face, when cries of "Foul!" "Clear Foul!" filled the room. In the remaining round, Marriott's superiority over his opponent was fast asserting itself. The seaman was floored so less than five times in the last round but regained his feet before the expiry of the doleful seconds, but on being floored for the sixth time, he was laid *hors de combat*.

THE principal event of the evening was placed last on the programme. This was a fifteen two-minute round contest between Seaman Willis, of H.M.S. Albatross, champion middle-weight of the Orient, tot. reibs, and Bandman Willis, of The Buff, champion heavy-weight of the Colony 12st. The fight was from the first one-sided. The seaman was obviously the better man and mostly contented himself with thing his man out, but at times got in some vicious shots. The bandman several times tried to rush his opponent but was severely punished by the seaman. While the fight was half-way, the bandman was floored but got up at the sixth count looking somewhat groggy. In the eighth round, the seaman planted his left on the bandman's ribs, doing considerable damage. The tenth round was generally considered the deciding round but despite the fact that his ribs had been considerably battered and had lost what was left of his wind, the bandman arrived at the bout in the eleventh round. Before the bout had proceeded half-way, the bandman was seen to stagger and was falling decidedly groggy. The seaman refrained from hitting him and as generally expected, the bandman threw up the sponge to his opponent before the gong had time to sound. The winner was loudly cheered as he left the ring for his sportsmanlike conduct.

CHALLENGE ISSUED.

In the course of the evening, Seaman Catling issued a challenge to Kid Marriott for the bantam-weight championship of the Colony and a free side-bet.

BUFFS RACE MEETING.

CAPITAL AFTERNOON'S SPORT.

The second annual regimental race meeting held by the Officers of the Buffs took place on Saturday afternoon. The afternoon was small, and this was explained by the inclement condition of the weather. The sport provided was, nevertheless, interesting and the buffes, in no less than three out of the six events, were keen and exciting. Jock Scott's win in the race for the Jockey Club Cup furnished an agreeable surprise to his supporters in the "pari," who came in for \$200.70 for every \$5 invested; one fortunate gentleman had no less than five tickets on the winner while another of Palm Tree's patrons had two.

Among those present was His Excellency the Governor who arrived after the third race and stayed till the end.

At the conclusion of the races, Mrs. Eaton presented the prizes to the successful owners, after which Lieut-Colonel Bayard thanked the Stewards of the Jockey Club for the use of the Course that afternoon.

The Band of the Buffs entertained the proceedings with pleasing selections of music capitally rendered.

STEWARDS:—Lieut. Col. R. Bayard, D.S.O., Major W. A. Eaton, Major H. Findlay, Mr. H. W. Green, Mr. H. B. Potter and The Hon. P. G. Scarlett.

Judges:—Major-General R. G. Broadwood, C.B., Commodore Lyon, A.D.C. R.N., Starters:—The Hon. Sir Henry May, K.C.M.G., and Mr. T. F. Hough.

Clerk of the Scales:—Mr. H. P. White. Clerk of the Course:—Major W. A. Eaton. Hon. Secretary:—Mr. H. W. Green.

1.—3.30 P.M.—THE SUBALTERN'S CUP.—A sweepstakes of \$5 for starters. For China polo ponies the property of subalterns, The Buffs. Weights, penalties and conditions as for Regimental Cup. To be ridden by subalterns. The Buffs. Three furlongs.

The Hon. P. G. Scarlett's Baluchi Chief, 11st 5lbs. (Owner) 1
Mr. H. D. Collison Morley's Kirkmahoe, 11st 8lbs. (Sill) 2
Mr. C. E. G. Davidson's Seraph, 11st 2lbs (Brice) 3
Mr. E. C. Norman's Ben Alder, 11st 11lbs (Potter) 4
Mr. H. W. Green's Grasshopper, 11st 8lbs (Henriques) 5

Five ponies started for this race. Kirkmahoe showed the way to Grasshopper, Seraph, Ben Alder and Baluchi Chief, the last named having the worst of an indifferent start. Kirkmahoe led the quintette round the village bend, Baluchi Chief drew ridden overtaking his leaders until he drew level with Seraph who was second to Kirkmahoe. The leader took the rails but could not retain his advantage being successfully challenged by Baluchi Chief, who finished a length in front of Kirkmahoe. Seraph was a poor third.

Time: 45 3/5.
Dividends:—Win, \$ 20.00
Cash sweep:—
Ticket No. 27, 1st, \$17.35
" 32nd, 2nd, 62.10
" 33rd, 3rd, 31.05
Commission, 34.50

2.—3.00 P.M.—THE UNITED SERVICE CUP.—A cup presented by the officers. The Buffs added to a sweepstakes of \$10 for starters. For China ponies the property of officers of the Buffs and Army, South China. Weight for inches as per Hongkong Jockey Club scale raised 7 lbs. Penalties: Winners at Hongkong Meeting, 1910, once 7 lbs, twice or oftener 14 lbs. Subscriptions of this season, 1909-1910, allowed 5 lbs. To be ridden by officers of the Navy or Army. Once round.

Capt. Heathcote's Tomahawk, 11st 3lbs (Owner) 1
Capt. Dwyer and Beasley's Kerry, 11st 3lbs (Scarlett) 2
Major-General Broadwood's Rufus, 11st 8lbs (Owner) 3
Major Eaton and Mr. Potter's Jock Scott late Palm Tree, 11st 11lbs (Potter) 4
Mr. J. Crookenden's Resolution, 11st 11lbs (Owner) 5

Mr. Leeson's Seafoam, 11st 5lbs (Owner) 1
Dr. Riggall's Mummery, 11st 5lbs (Maxwell) 2
Commodore Lyon's Llama Chief, 11st 2lbs (Owner) 3

* 7 lbs. penalty. † Allowed 5 lbs.
Rufus was on the rails before the fall of the flag and Tomahawk on the outside. To a good start Rufus and Jock Scott went in front of the field and led for the first furlong, Mummery, several lengths, bringing up the rear. At the Bowington gate Tomahawk forced the pace and got ahead of Rufus, the two keeping in close company together. Kerry was fifth, but overhauled the fourth pony at the bottom of the incline. Passing the Black Rock Tomahawk showed to the front of Rufus, Resolution and Kerry in the order named, Mummery many lengths behind last. Going down the incline Kerry rushed to the front and was almost level with Rufus who was only half a length behind; Tomahawk on the rails. The two favourites made a good race in the home straight, Tomahawk being on the rails and Kerry on the outside. Capt. Heathcote's mount was the better of the two and passed the winning post a length ahead of Kerry. Rufus was a good third.

Time: 1m. 56 1/5 sec.
Dividends:—Win, \$ 24.80
Cash sweep:—
Ticket No. 26, 1st, \$12.65
" 20, 2nd, 127.90
" 33, 3rd, 58.95
Commission, 65.50

3.—3.40 P.M.—THE POLO SCURRY.—A piece of plate, added to a sweepstakes of \$5 for starters. For bona fide China polo ponies, to be certified as such by the Hon. Secretary, Hongkong Polo Club. Each weight 11st 7 lbs. To be ridden by members of the Hongkong Polo Club. Three furlongs.

Mr. J. Johnston's Salvo, 11st 7lbs (Owner) 1
Major Findlay's Billy, 11st 13lbs (Owner) 2
Capt. Brierley's Attila, 11st 7lbs (Heathcote) 3
Mr. C. E. G. Davidson's Seraph, 11st 2lbs (Brice) 4
Capt. Dwyer and Beasley's Tamar, 11st 7lbs (Master) 5
Commodore Lyon's Swan, 11st 7lbs (Fitzherbert) 6

The Hon. P. G. Scarlett's Baluchi Chief, 11st 7lbs (Owner) 1
After two false starts the field got away with Seraph in the lead and Billy several lengths behind last. Salvo soon shot to the front and Billy rapidly made up lost ground, while Attila was making gallant efforts to get level with the leaders. Mr. Johnston's mount led at the village bend, hard-pressed by the next favourite, Billy. Salvo successfully resisted Major Findlay's challenge and romped home an easy winner with a length to spare. Attila finished third.

Time: 44 3/5 seconds.
Pari-Mutuel
Dividends:—Win, \$ 8.20
Cash sweep:—
Ticket No. 30, 1st, \$46.75
" 34, 2nd, 130.50
" 38, 3rd, 65.35
Commission, 72.50

4.—4.00 P.M.—THE JOCKEY CLUB PLATE.—A piece of plate presented by the officers. The Buffs, added to a sweepstakes of \$10 for starters. For China ponies the property of the members of the Hongkong Jockey Club. Weight for inches as per Hongkong Jockey Club scale. Penalties: Winners at Hongkong Meeting, 1910, once 7 lbs, twice or oftener 14 lbs. To be ridden by members of the Hongkong Jockey Club. One mile and a half.

Major Eaton and Mr. Potter's Jock Scott (late Palm Tree), 11st 8lbs (Potter) 1
Hon. Mr. W. J. Gresson's Lamerton, 11st 2lbs (Johnstone) 2
Mr. C. C. Moxon's Giesler, 10st 11lbs (Moxon) 3
Mr. H. P. White's Sorosis, 11st 5lbs (Heathcote) 4
Mr. Buxey's Dwarf Rose, 11st 12lbs (Master) 5

Five ponies faced the starter. There was one false start. At the start Sorosis led, but soon surrendered his advantage to Dwarf Rose who settled down in front of Jock Scott, Sorosis, Lamerton and Giesler. Dwarf Rose increased his lead to about ten lengths followed by Lamerton. The first time passed the Judge's Box, the order was: Dwarf Rose, Lamerton, Sorosis and Jock Scott. The field raced in processionary order down the back stretch into the Bowington bend when Giesler crept into fourth place. Dwarf Rose was still ahead by several lengths, but Lamerton did not give him too free a chance and trotted up in fine style, so a levelling with and passing Dwarf Rose nearing the village. Giesler by this time had got into third place while Jock Scott was coming up in a sparkling gallop. In the home straight Lamerton was on the rails, hotly pursued by Giesler and Jock Scott on the outside. Dwarf Rose had fallen away several lengths behind. Jock Scott challenged the leader and managed to displace Lamerton at the post by half a length. Giesler was third.

Time: 3m. 12 2/5 sec.
Dividends:—Winner \$200.70
Cash sweep:—
Ticket No. 135, 1st \$54.40
" 132, 2nd \$18.40
" 70, 3rd \$ 79.20
Commission \$ 78.00

5.—4.45 P.M.—THE REGIMENTAL CUP.—A sweepstakes of \$5 for starters. For China polo ponies the property of officers. The Buffs, to be certified as such by the stewards of the meeting. Weight for inches as per Jockey Club scale raised 7 lbs. To be ridden by officers of the Regiment. Penalties: Winners at Hongkong Meeting, 1910, once 7 lbs, twice 14 lbs, three times or oftener 21 lbs. Five furlongs.

The Hon. P. G. Scarlett's Baluchi Chief, 11st 5lbs (Owner) 1
Major Findlay's Billy, 11st 12lbs (Owner) 2
Mr. J. Crookenden's Resolution, 11st 11lbs (Owner) 3
Mr. R. P. Wedd's Shandy Gaff, 11st 12lbs (Sill) 4
Major Eaton's Vine, 11st 5lbs (Potter) 5
Lt.-Col. Bayard's Game Chick, 11st 5lbs (Owner) 6

* 7 lbs. penalty. † 5 lbs. overweight.
No difficulty was experienced in getting the field off six away on equal terms. Billy shot to the front followed by Game Chick and Resolution. Shandy Gaff was several lengths behind last. At the village bend Resolution crept up into second place, Game Chick was third and Baluchi Chief fourth. The Chief overtook Game Chick on entering the straight home. At this stage a splendid race ensued between Billy on the rails, Resolution in the middle and Baluchi Chief on the outside. The Hon. Scarlett showed excellent jockeyship and brought his mount, Baluchi Chief, to the front in fine style. The Chief won the race, after an exciting finish, by half a length from Billy; the same distance separated the latter from Resolution who finished third.

Time: 1m. 18 2/5 sec.
Dividends:—Win, \$30.00
Cash sweep:—
Ticket No. 59, 1st, \$67.00
" 100, 2nd, \$62.00
" 134, 3rd, \$ 81.00
Commission, \$ 90.00

6.—5.15 P.M.—THE LADIES' BRACELET.—A sweepstakes of \$5 for starters. For China ponies the bona fide property of officers, Navy and Army, South China, or of members, Hongkong Jockey Club. To be ridden by a lady holding in the Colony

Weight for inches as per Hongkong Jockey Club scale raised 7 lbs. Penalties: Winners at Hongkong Meeting, 1910, once 7 lbs, twice or oftener 14 lbs. To be ridden by officers of the Navy and Army, or members of the Hongkong Jockey Club. Once round.

Mr. J. Johnston's ch. Salvo, nominated by Mrs. Gresson 11st 7lbs (Owner) 1
Mr. H. P. White's ch. Coxcomb, nominated by Mrs. Humphreys 11st 5lbs (Kremer) 2
Capt. Heathcote's g. Tomahawk, nominated by Mrs. Stewart 11st 13lbs (Owner) 3
Messrs. Moxon & Gage's g. Fig Tree, nominated by Mrs. Moxon 12lb 11lb (Master) 4
Mr. J. Johnston's Younger Brother, nominated by Mrs. Gresson 11st 8lbs (Maxwell) 5
Mr. L. Leeson's g. Seafoam, nominated by Mrs. Adair 11st 5lbs (Owner) 6
Commodore Lyon's g. Llama Chief, nominated by Mrs. Lyon 11st 2lbs (Owner) 7

Through Fig Tree's and Tomahawk's restlessness some delay was experienced before the start. Llama Chief (Commodore Lyon) had to be led to the starting post and showed his bad temper by making a rush up the bank in front of the spectators' stand. He very nearly upset the gallant Commodore by backing as he came down the perch again. Ultimately the field got away to a capital start, Fig Tree and Tomahawk in partnership leading the bunch. At the 5 furlong post Younger Brother, who was lying behind, forced the pace for his stable companion, Salvo, who was hard held by Mr. Johnston. Younger Brother could not maintain the rapid pace and fell away. At the Black Rock the field of seven bunched with Tomahawk slightly ahead of Coxcomb, Salvo, the favourite, being fifth. Bringing his mount round to the outside course, Mr. Johnston began to make a determined effort for the honours of the race. By the time the village was reached he was racing neck and neck with Coxcomb in the second place, gaining on Tomahawk's leadership with every stride. Entering the home straight the struggle was a keen and exciting one, the trio galloping on equal terms. Tomahawk could not resist the strenuous challenge and the race resolved itself into a trial of speed between Salvo and Coxcomb. The former had the advantage of a more experienced and successful jockey and caught the judge's eye by half a length before Coxcomb who was in front of Tomahawk by a short length.

Time: 1m. 57 1/5 sec.
Dividends:—Win, \$9.80
Cash sweep:—
Ticket No. 41, 1st, \$50.55
" 176, 2nd, 177.30
" 87, 3rd, 88.65
Commission, 98.50

Total, \$995.00

To-day's Advertisement.

SPECIAL SALE BY PUBLIC AUCTION OF HIGH CLASS JEWELRY DIRECT FROM LONDON.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, on

SATURDAY, the 19th March, from 10.45 a.m. to 12.30 p.m., and on

TUESDAY, the 22nd March, 1910, at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, SINGLE STONE, DIAMOND RINGS, DIAMOND AND RUBY, EMERALD, OPAL, JADE, TURQUOISE and SAPPHIRE RINGS, BROOCHES, RINGS, GEMSTONES, GOLD AND GOLD-FILLED BANGLES and BRACELETS, GENT'S SOLID GOLD and GOLD-FILLED WATCHES and ALBERTS, DIAMOND TIE PINS and STUPE, LEVER WATCHES, OPEN-FACE WATCHES by Benson (cost £25), 18-Carat GOLD WATCH by Dent (cost £40), GOLD-FILLED REPEATER WATCHES, WALTHAM WATCHES, LADIES' GOLD and GOLD-FILLED LONG GUARDS, NECKLETS, BROOCHES, CHAINS, CHRONO STOP WATCHES, NON-MAGNETIC WATCHES, SILVER GONGS, BRUSHES and MIRRORS, CIGARETTE CASES, GOLD-FRONTED LINKS and STUDS, GOLD and GOLD-FILLED EARRINGS, BROOCHES, HAT PINS, SILVER BELTS, FIELD GLASSES, SILVER-MOUNTED SOFT BOTTLES, &c., &c.

A few Lots of E. P. Nickel Silver Art quality TABLE PLATE and CUTLERY.

SUNDRY IRISH LINENS. Catalogues will be issued. TERMS:—As usual.

HUGHES & HOUGH, Auctioneers, Hongkong, 7th March, 1910.

WATER RETURN.

Level and storage of water in Reservoirs on the 1st March, 1910.

CITY AND HILL DISTRICT WATER WORKS

LEVEL.

1909. 1910.

Tytam... 35' 6" below 35' 3" below
Tytam Byewash... 26' 6" below 28' 4" below
Wong-nai-chung... 33' 5" below 45' 4" below

STORAGE GALLONS.

1909. 1910.

Tytam... 149,640,000 151,180,000
Tytam Byewash... 266,000 nil
Tytam Intermediate... 180,021,000 198,768,000
Fokfulum... 33,840,000 37,830,000
Wong-nai-chung... 2,610,000 nil

Total... 366,367,000 387,778,000

Consumption of water in the City and Hill District during the month of February, 1909. 1910.

Consumption... 102,145,000 118,082,000 gallons
Estimated population... 208,110 209,910

Constant supply in all districts during February, 1910.

Intermittent supply by Rider mains in Rider main districts during February, 1909.

KOWLOON WATER WORKS

LEVEL.

1909. 1910.

Kowloon Gravitational Reservoir... 147,433,000 215,933,000 gallons

Consumption of water in Kowloon during the month of February: 1909. 1910.

Consumption... 20,898,000 21,110,000 gallons
Estimated population... 86,500 97,300

Consumption per head per day... 8.6 8.3 gallons

The Government Analyst reports that the water is of excellent quality.

W. CHATHAM, Water Authority.

Events Coming.

Tuesday, 8th March.
Hongkong Horticultural Society, Flower Show in the Botanic Gardens, 2 p.m.
Hockey Semi-Final, H.K.H.C. vs. Mahatras, Happy Valley, 4.45 p.m.

Wednesday, 9th March.
Hongkong Fire Insurance Company, Ltd., Annual Meeting, at the offices of Messrs. Jardine, Matheson & Co., Ltd., 12 o'clock Noon.
Hongkong Horticultural Society, Flower Show in the Botanic Gardens.

Thursday, 10th March.
China Fire Insurance Company, Limited, Annual Meeting, at 3, Queen's Road Central Noon.
Institution of Engineers and Shipbuilders of Hongkong, Annual Dinner, at Hongkong Hotel, 8 p.m.
Kowloon Wharf and Godown Co., annual meeting, 12.30 p.m.

Saturday, 12th March.
Hongkong Regatta.
Hongkong Football Shield Final, Buffs vs. Naval Yard, 4 p.m.
Boxing "Bill Lewis" vs. "Battling Simms," City Hall.

Tuesday, 15th March.
China Borneo Company Limited, Annual Meeting, at St. George's Building, noon.
Friday, 18th March.
Hughes and Hough Auction sale of furniture at "Lee Mei" Peak Road, 2 p.m.

To-day's Advertisements.

HONGKONG AND KOWLOON WHARF AND GODOWN CO., LD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-THIRD ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Offices of Messrs. JARDINE, MATHESON & CO., LTD., on SATURDAY, 12th March, at 12.30 P.M., for the purpose of receiving the Directors' Report and the Statement of Accounts for the year ending 31st December, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to 12th March, both days inclusive.

EDWARD OSBORNE, Secretary.

Hongkong, 26th February, 1910.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship "MAE DONIA," Captain J. D. Andrews, R.M.R., carrying His Majesty's Mails, will be despatched from this for LONDON DIRECT call at BOMBAY for Passengers and Mails on SATURDAY, the 19th March, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables only will be accepted for Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Values of all Packages are required. For further Particulars, apply to

R. A. HEWETT, Superintendent, Hongkong, 7th March, 1910.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones. Ladies' Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioresse will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Prospectus and all further information from

SIEMSEN & CO., (Machinery Dept.) Hongkong

Sole Agents. Hongkong, 7th December, 1909.

SALON-CINEMA THEATRE, WYNDHAM (FLOWER) STREET, OPPOSITE GENERAL POST OFFICE.

FIRST APPEARANCE IN HONGKONG OF

Mr. CARL WALLNER, Whistler and Comedian. MISS ADA KING AND MISS RUBY CRYSTAL

IN THEIR NEW REPERTOIRE.

EXCELLENT FILMS. ORCHESTRA IN ATTENDANCE, DAILY CHANGE OF PROGRAMME, COMPLETE CHANGE TWICE A WEEK, MONDAY and FRIDAY, DAILY TWO PERFORMANCES.

First commences: 6.30 half-price. Second commences 9.15.

MATINEES EVERY SATURDAY and SUNDAY 4 p.m. Half-price.

Hongkong, 19th February, 1910.

CLARETS & SHERRIES.

BEST VALUE GIVEN.

Medoc, St. Emilion, St. Julien, St. Estephe, Ch. Larose, Ch. Mouton Rothschild.

Manzanilla, Amoroso, Fino Seco, Amon-tillado, Vino de Pasto, Grand Old Brown.

H. PRICE & CO., LD., WINE MERCHANTS, 12, Queen's Road.

Telephone 155. Hongkong, 4th March, 1910.

Intimations.

SAUSAGES.

OWN MAKE EXCELLENT and DELICIOUS.

Pure Pork

AND Beef Sausages

at 35 cents & 25 cents per lb.

THE DAIRY FARM Co., LTD.

Hongkong, 12th February, 1910.

ASAHI BEER

SAPPORO BEER

TO BE OBTAINED FROM ALL WINE DEALERS.

"SOLIGNUM."

A PERFECT preservative stain for Wood Stone, and Brickwork.

It protects against Decay, Fungus, Dry Rot, the Ravages of Insects and Vermin (especially the white ant) and the action of the weather.

"Solignum" really does what is claimed for it, as may be seen from the testimonials of the Governments of India, the Sudan, &c.

In Drums and Barrels of various colours. Prospectus and all further information from

SIEMSEN & CO., (Machinery Dept.) Hongkong

Sole Agents. Hongkong, 7th December, 1909.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S Royal Mail Steamship Line.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From St. John, N.B.
"EMPEROR OF JAPAN" SATURDAY, MAR. 25TH.	"EMPEROR OF IRELAND" FRIDAY, APRIL 23RD.
"EMPEROR OF CHINA" SATURDAY, APRIL 23RD.	"EMPEROR OF IRELAND" FRIDAY, MAY 20TH.
"EMPEROR OF INDIA" SATURDAY, MAY 14TH.	"ALLAN LINE" FRIDAY, JUNE 10TH.
"EMPEROR OF MONTAGLE" TUESDAY, MAY 24TH.	"EMPEROR OF BRITAIN" FRIDAY, JULY 1ST.
"EMPEROR OF SWITZERLAND" SATURDAY, JUNE 4TH.	"ALLAN LINE" FRIDAY, JULY 22ND.
"EMPEROR OF CHINA" SATURDAY, JUNE 10TH.	

Each Trans-Pacific "Emperor" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Emperors of Britain" and "Emperors of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Emperors" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Government of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTAGLE" carries only "One-Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port 243.

Via New York 245.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

J. W. ORRIDGE, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

12.]

INDO-CHINA STEAM NAVIGATION CO., LTD.

For	On
SHANGHAI, KOBE & MOJI.....	"KUTSU" TUESDAY, 8th Mar., Noon.
SGAPORE, PENANG & CALUTTA.....	"WEDDAY" WEDNESDAY, 9th Mar., Noon.
SHANGHAI.....	"CHIOYANG" FRIDAY, 11th Mar., Noon.
MANILA.....	"YUENSANG" FRIDAY, 11th Mar., 4 P.M.
SGAPORE, PENANG & CALUTTA.....	"TUESDAY" TUESDAY, 15th Mar., Noon.
MANILA.....	"LUONGSANG" FRIDAY, 18th Mar., 4 P.M.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers "Kutsumaru" and "Fuyukomaru" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze River, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 215 Hongkong, 7th March, 1910.

18.]

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

From	Steamers	8th Mar.	3 P.M.
MANILA	"TAMING".....	8th	4 P.M.
SWATOW & SHANGHAI	"KASHING".....	10th	4 P.M.
HONGKONG & HAIPHONG	"SI (AN)".....	10th	4 P.M.
AMOI, MANILA, CEBU & ILOILO	"KAIPO".....	10th	4 P.M.
SHANGHAI	"ANHO".....	10th	4 P.M.
NEWCHANG	"SANGHAI".....	10th	4 P.M.
SHANGHAI	"CHENG".....	10th	4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"CHANGSHA".....	10th	4 P.M.
MANILA	"THAN".....	15th	3 P.M.
SHANGHAI	"CHENAN".....	17th	4 P.M.
SHANGHAI	"LINAN".....	20th	Daylight.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and THIRTEEN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chienan, Linan, Chinkwa), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

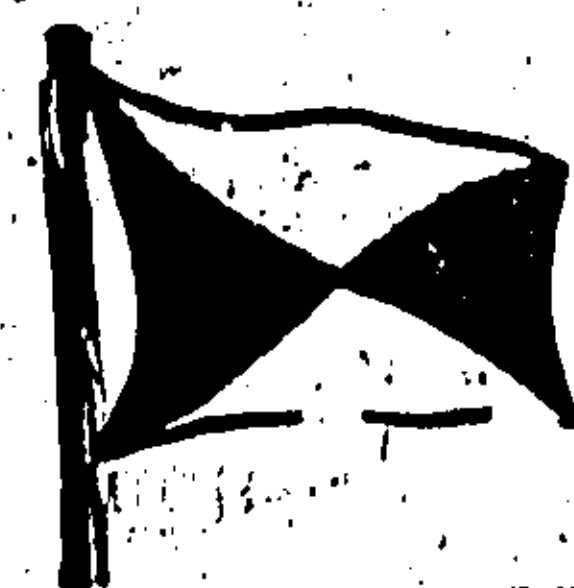
These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, GENERAL MANAGERS.

Telephone No. 26 Hongkong, 7th March, 1910.

19.]



HONGKONG MANILA CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
YAVIRO	8540	R. Rogers	MANILA	SATURDAY, 12th Mar., Noon.
MOBI	144	A. Fraser	"	SATURDAY, 19th Mar., Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 7th March, 1910.

116.]

Shipping—Steamers.

OSAKA SHOSEN KAISHA.



REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct trans-Pacific service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA via MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 23rd March, at Noon.
Do.	"SEATTLE MARU" Capt. T. Saito	6,182	WEDNESDAY, 20th April, at Noon.

The Co's newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAKAO & ANPING	"SHAKANOO MARU" Capt. S. Nagata	TUESDAY, 8th Mar., at 2 P.M.
SHANGHAI via SWATOW, AMOI and FOCHOW	"BUJUN MARU" Capt. Y. Fureco	THURSDAY, 10th Mar., at Daylight.
AMSUI & SWATOW & AMOI	"DAIJI MARU" Capt. H. Murayama	SUNDAY, 13th Mar., at 10 A.M.
ANPING via SWATOW and AMOI	"SONSU MARU" Capt. T. Sugi	WEDNESDAY, 16th Mar., at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOJUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co's Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 7th March, 1910.

T. ARIMA, Manager.

14.]

NIPPON YUSEN KAISHA



(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1910
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	"ATSUTA MARU" Capt. Wm. Thompson, Tons 9000 "KANAGAWA MARU" Capt. J. Nagao, Tons 7000 "HI ACHI MARU" Capt. N. Matheson, Tons 7000 "MIYASAKI MARU" Capt. T. Mura, Tons 9000	WEDNESDAY, 16th Mar., at Daylight. WEDNESDAY, 23rd Mar., at Daylight. WEDNESDAY, 30th Mar., at Daylight. WEDNESDAY, 13th April, at Daylight.

VICTORIA, B.C. & SEATTLE	"KAMAKURA MARU" Capt. K. Kori, Tons 6500	SATURDAY, 23rd Apr. From KOBE.
--------------------------	--	--------------------------------

VICTORIA, B.C. & SEATTLE via HANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	"AWA MARU" Capt. S. Ishihara, Tons 7000 "INABA MARU" Capt. K. Kikawa, Tons 7000	TUESDAY, 16th Mar., at Noon. TUESDAY, 16th April, Noon.
--	--	--

SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	"KUMANO MARU" Capt. M. Winkler, Tons 6000 "YAWATA MARU" Capt. T. Sekine, Tons 5000	FRIDAY, 18th Mar., at Noon. FRIDAY, 15th April, at Noon.
---	---	---

BOMBAY, via SINGAPORE AND COLOMBO	"BINGO MARU" Capt. G. C. Hurry, Tons 7000	WEDNESDAY, 9th March.
-----------------------------------	---	-----------------------

SHANGHAI, MOJI AND KOBE	"YETOROFU MARU" Capt. A. Keith, Tons 5000	WEDNESDAY, 16th March.
-------------------------	---	------------------------

KOBE and YOKOHAMA	"IYO MARU" Capt. T. Harrison, Tons 7000 "KITAO MARU" Capt. E. Cope, Tons 9000	FRIDAY, 11th Mar., at Noon. THURSDAY, 17th March, at Noon.
-------------------	--	---

NAGASAKI, KOBE and YOKOHAMA	"YAWATA MARU" Capt. T. Sekine, Tons 5000	WEDNESDAY, 16th Mar., at Noon.
-----------------------------	--	--------------------------------

* Fitted with new system of wireless telegraphy. * Cargo only. * Carries dock passengers.

* Through Passenger Tickets issue to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office, in Prince's Buildings, First Floor, Chester Road.

T. KUSUMOTO, Manager.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 2nd February, 1910.

105.]

"INDRA" LINE OF STEAMERS, LIMITED.

FOR NEW YORK.

(With Liberty to call at the Malabar Coast.)

THE Steamship

"INDRAVELLI"

Captain Picher, will be despatched as above on or about 16th March.

For Freight, apply to

JARDINE, MATHESON & Co., LD., Agents.

Hongkong, 23rd February, 1910.

100.]

Shipping—Steamers

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR VANCOUVER, B.C., TACOMA & SEATTLE

VIA MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	Sailing Date
Kumeroo	6,333	J. Mathie	12th March
Aymara	4,363	J. Boyd	12th April
Ossero	4,657	F. W. Davies	12th May
Kumeroo	6,333	J. Mathie	12th June

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

ARGENT EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & Co., LIMITED, General Agents.

Queen's Buildings, Hongkong, 4th March, 1910.

111.]

NAVIGAZIONE GENERALE ITALIANA.

(Fiorio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"CAPRI"

Captain Dini, will be despatched as above on TUESDAY, the 15th inst., at Noon.

For further particulars regarding Freight and Passage, apply to

OSARLOWITZ & Co., Agents.

Hongkong, 4th March, 1910.

116.]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"FLINTSHIRE"

Captain G. C. Coady, will be despatched as above about 1st April.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 2nd March, 1910.

119.]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"GLAMORGANSHIRE"

Captain H. C. Norris, will be despatched as above on 21st April.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 2nd March, 1910.

120.]

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

(ALL ROUND THE WORLD LINE).

REGULAR FREIGHT SERVICE

TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo boat service from China and Japan to San Francisco.

THE Steamship

" "

For further particulars apply to

P. A. LAPOQUE & Co., Agents at Hongkong,

No. 4, Queen's Building, Telephone 950.

Hongkong, 28th January, 1910.

117.]

STEAM TO CANTON.

THE New Twin Screw Steel Steamer

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. CROWN.

Leave Hongkong for Canton at 9 every evening (Sunday excepted).

Leave Canton for Hongkong at 5.30 every evening (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officers by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.50 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and

SHIU ON S.S. CO., LD., No. 4, Queen's Road West.

Hongkong, 18th April, 1909.

118.]

Shipping—Steamers.

FOR SHANGHAI, MOJI, KOBE AND YOKOHAMA.

THE P. & O. S. N. Co's Steamship

"NILE"

Captain E. P. Martin, R.N.R., will leave for the above places TO-MORROW, the 8th inst., at 5 P.M.

For Freight or Passage, apply to

R. A. HEWITT, Superintendent.

Hongkong, 7th March, 1910.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"WELSH PRINCE"

will be despatched for the above Ports on TUESDAY, the 8th March, 1910.

For Freight or Passage, apply to

ARNHOLD, KARBURG & CO., General Agents.

Hongkong, 3rd January, 1910.

114.]

Intimations.

JAPANESE MASSAGE.

MASSAGE MEIJI SHA,

GRADUATE OF

KOBE MESSAGE SCHOOL.

ATTENDANCE AT

PATIENTS' RESIDENCE.

No. 177, WANCHAI ROAD.

GROUND FLOOR.

Hongkong, 10th January, 1910.

194.]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

CABINET-MAKERS AND ART DECORATORS,

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE DIVIDEND ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT		
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$15,000,000 \$250,000	\$2,000,819	£2.5/- for half year ending 31.12.09 @ ex 1/91 = \$25.11	4 % \$100 sellers London £88.10 ex div.
National Bank of China, Limited	99,925	7	£6	\$4,000 \$10,000	\$30,554	\$2 (London 5/6) for 1909	7 % \$73 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$254,583 \$208,797 \$185,000	none	\$10 for 1908	7 % \$160 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 225,000 Tls. 115,253 Tls. 140,500 \$200,000	Tls. 207,573	Final of 7/6 making 15/- for 1908	Tls. 114 buyers
Union Insurance Society of Canton	12,400	\$250	\$100	\$200,000 \$198,848 \$105,249 \$682,609	\$8,464,977	Final of 5/7 making \$47 for 1907 and interim of \$30 for 1908	5 1/2 % \$900 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$294,405 \$199,264 \$1,000,000	\$7,7637	\$12 and bonus \$3 for 1907	7 % \$250 buyers
FIRE.							
China Fire Insurance Company	70,000	\$100	\$30	\$1,000,000 \$438,668 \$188,808 \$1,434,478	\$375,341	\$6 and bonus \$2 for 1907	7 % \$117 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$300,000 \$200,000 \$1,000,000	\$108,711	\$27 for 1907	7 1/2 % \$502 sellers
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000 \$390,000 \$100,000 \$300,000	\$1,038	\$1 for 1906	... \$71 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$100,000 \$100,000 \$100,000 \$100,000	NIL	24 for year ending 30.6.1908	... \$32 sellers
Hongkong, Canton & Yacoo Steamboat Co., Ltd.	80,000	\$15	\$15	\$100,000 \$100,000 \$100,000 \$100,000	\$10,766	Final of \$12 for account 1910	7 1/2 % \$304 ex div. s.
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$100,000 \$100,000 \$100,000 \$100,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/10 = \$3. 154	... \$63 buyers
Do. (Deferred)	60,000	£5	£5	\$100,000 \$100,000 \$100,000 \$100,000	£13,755	3rd in. of 2/- per sh. (comp. No. 12) making in all 4/- for '08 & interim of 1/- for ac. '09	... 80/- sales
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$100,000 \$100,000 \$100,000 \$100,000	£61,817	\$1.00 for year ending 10.4.1909	4 % \$26 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$100,000 \$100,000 \$100,000 \$100,000	\$3,121	\$0.50 for year ending 10.4.1909	3 1/2 % \$144
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$550,000 \$56,848	Dr. \$5,758	\$5 for year ending 31.12.08	3 1/2 % \$168 sellers
Luxon Sugar Refining Company, Limited	7,000	\$1	\$100	none	Dr. \$125,891	\$3 for 1897	... \$124 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	Tls. 100,000	Tls. 6.02	\$3 for year ending 31.8.09	... Tls. 600 buyers
MINING.							
Chinese Engineering and Mining Company, Ltd.	2,000,000	£1	Pa. 1	£175,000 £1,128	£1.48	Final of 1/6 making 3/- for 1909	7 % Tls. 18 sales Pa. 10 buyers
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	none	none	First year	... \$6 sellers
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£4 7/8	Dr. £2,191	No. 12 of 1/- = 48 cents	... \$6 sellers
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$18,000 \$550,000 \$20,800 \$20,000 \$20,444 \$121,000	Dr. \$7,481	\$1.75 for year ending 31.12.08	... \$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	\$30,000 \$30,000 \$30,000 \$30,000	\$10,102	None	... \$61 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	Tls. 1,000,000 Tls. 697,257 Tls. 500,000 Tls. 125,000	\$12,715	Interim of \$14 for account 1909	... \$69 sellers
Shanghai Dock and Engineering Co., Ltd.	\$5,700	Tls. 100	Tls. 100	Tls. 6,361	Tls. 6,361	Interim of Tls. 24 for 1908	6 1/2 % Tls. 61
Shanghai and Hongkew Wharf Company, Limited	26,000	Tls. 100	Tls. 100	Tls. 22,818	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	7 % Tls. 150
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 1	Tls. 100	Tls. 25,000 Tls. 25,000 Tls. 25,000 Tls. 25,000	Tls. 4,124	Tls. 6 for year ending 30.12.09	5 1/2 % Tls. 103 sales \$10 buyers
Central Stores, Limited	50,123	\$15	\$15	\$68,074	\$24,641	\$1.20 on old and 60 cents on first new issue Interim of \$2.40 on old and 40 cents on new shares for account 1909	... \$10 buyers \$80 new buyers
Hongkong Hotel Company, Limited	12,000	\$5	\$5	\$14,088	\$19,272	Interim of 3/- for account 1909	6 1/2 % \$101 sales
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$10	\$10	\$25,045 \$25,871	\$27,911	45 cents for 1909	7 1/2 % \$74 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$10	\$25,871	\$27,911	\$24 for 1909	5 % \$27 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$279	Interim of Tls. 3 for account 1909	6 1/2 % Tls. 107 s.
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 148,404	Tls. 148,404	Final of Tls. 80 for account 1909	8 1/2 % \$243 sellers
West Point Building Company, Limited	12,500	\$50	\$50	\$1,958	\$1,958	Interim of Tls. 3 for account 1909	8 1/2 % Tls. 134
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	Tls. 150,000 Tls. 40,008 \$30,000	Tls. 10,092	Tls. 11 for year ending 31.10.09	8 1/2 % \$6 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$1	\$30,000	\$9,353	50 cents for year ending 31.7.08	... Tls. 66 sellers
International Cotton Manufacturing Company, Ltd.	19,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 6 for 1909	... Tls. 75 sellers
Laon-kung-mew Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 10	none	Tls. 15,921	Tls. 50 for 1908	... Tls. 560
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 50	Tls. 21,172	Tls. 15,921	Interim of 3/- for account 1909	... Tls. 560
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£1,500 £40,000	£68	15 % per share for 1908	... \$10 sales
China-Borneo Company, Limited	60,000	\$12	\$12	\$40,000	NIL	\$1.20 for 1908	10 % \$10 sales
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$6,128	50 cents for year ended 28.2.06	8 1/2 % \$62 sellers
Do. Do. special shares	50,000	\$10	\$10	none	\$6,128	50 cents for 1909	8 1/2 % \$62 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$12	\$100,000 \$10,000 \$1,000	\$1,407	\$1.20 for year ending 31.7.09	8 1/2 % \$174 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$10,000 \$1,000	\$1,893	Interim of 35 cents for account 1909	10 % \$74 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	\$18,000 \$5,000	\$3,756	8 cents for year ending 31.12.08	8 % \$74 sales
H. Price & Company, Limited	12,000	\$10	\$10	\$5,000	\$670	\$1 and bonus 20 cts. for year ending 29.9.09	6 % \$203 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$1	none	\$5105	Final of \$8 for 1909	10 % \$167 ex div.
Hongkong Ice Company, Limited	5,000	\$25	\$15	\$50,000 \$30,000	\$7626	Final of \$1 making in all \$2 for 1909	8 1/2 % \$143 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$30,000 Tls. 547,500 Tls. 5,924	Tls. 316,682	4th interim of Tls. 124 for 1909	6 % Tls. 1,000 s.
Maatschappij tot Mijn-, Bosch- en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 5,924	\$1,204	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	3 1/2 % \$13
Peak Tramways Company, Limited	25,000	\$10	\$10	\$20,000	Pa. 18,640	None	... \$10 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	none	none	Final Tls. 5 making Tls. 8 for 1908	4 1/2 % Tls. 157 s.
Philippine Company, Limited	75,000	\$10	\$10	none	none	None	... \$25 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 14,810 Tls. 75,000	Tls. 5,250	40 cents for year ending 31.5.09	7 % \$44 buyers
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$31,096	60 cents for year ending 31.12.08	5 % \$10 sellers
Steam Laundry Company, Limited	20,000	\$25	\$5	none	\$342	60 cents per ord. share for year ending 31.5.09	6 1/2 % \$124 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	none	\$342	Final of 30 cents for 1908	6 1/2 % \$7 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$40,000	\$2,613	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	... \$3 sellers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$300,000 5,000	\$782	None	... 7/6
William Powell, Limited	15,000	\$7	\$7	none	none	Interim of 6d. for account 1909	... 30/- sales
RUBBERS.							
Atagar Rubber Estates	750,000	1/2	1/2	none	none	45 % interim for 1909	... \$165
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	1/2	1/2	none	none	2/6 for 1909	... \$7/6
Balgownie Rubber Estate, Limited	20,000	\$10	\$10	\$7,400	\$11,105	None	... \$13 1/2
Cayfield Rubber Estate, Limited	32,650	£1	£1	none	£2,220	None	... \$12 1/2
Dumantara (Selangor) Rubber Co.	110,000	£1	£1	none	none	7 1/2 % 2nd interim for 1909	... nominal
Golconda Malay Rubber Co.	80,000	£1	£1	none	none	None	... 7/6
Higland & Lowland Fara. Rubber Co. (fully paid)	181,454	£1	£1	£8,784	none	None	... nominal
Do. do. (contributory)	123,548	£1	£1	none	none	None	... nominal
Kamunang (Perak) Rubber Tin & Co.	950,000	1/2	1/2	none	none	None	... nominal
do. do. A Shares	105,000	1/2	1/2	none	none	None	... nominal
do. do. B Shares	105,000	1/2	1/2	none	none	None	... nominal
Kuala Lumpur Rubber Co., Limited	180,000	1/2	1/2	none	£8 0	20 % for year ending 3.6.08	... 162/6
Linggi Plantations, Limited (ordinary)	900,000	1/2	1/2	none	none	Interim of 40 % = 9d. for account 1909	... 49/6
Do. do. (7% pref.)	10,000	£1	£1	£4,000	none	None	... nominal
Ledbury Rubber Estates, Limited	6,000	£1	£1	none	none	None	... 15/6
do. do. (contributory)	40,000	£1	£1	none	none	None	... 178/6
Sagga Rubber Company, Limited	20,000	£1	£1	\$10,000	\$1,275	Interim of 60 % for 1909	... 20/-
Sandycroft Rubber Company	50,000	£1	£1	none	none	1 % for 1908	... 20/-
Sekong Rubber Company, Limited	80,000	£1	£1	none	£836	None	... 20/-
Shibori Rubber Estate Limited	65,000	£1	£1	none	none	None	... 20/-
Singapore & Johore Rubber Company, Limited	45,000	\$100	\$100	none	none	7 1/2 % interim for 1909	... 20/-
Sungei Chok Rubber Estate Company, Limited	45,000	£1	£1	none	none	None	... 20/-
Sungei Kaper Rubber Company	110,000	£1	£1	none	£3,448	None	... 20/-